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(71)Applicant : KOMATSU LTD
(72)Inventor : UI KUNIO

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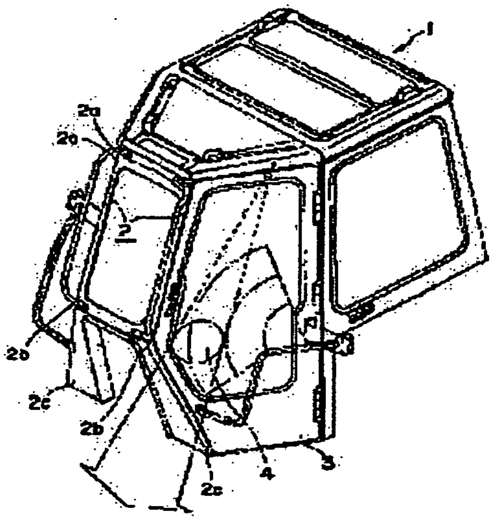
(54) DRIVER'S CAB FOR BULLDOZER

(57)Abstract:

PURPOSE: To improve visibility at both ends of a blade as a front working machine without changing the attitude of driving of an operator each time.

CONSTITUTION: In a driver's cab 1 formed in a hexagonal pyramidal shape, the left and right struts of a frontest surface are forward tilted and installed extending over intermediate sections 2b from upper sections 2a. The struts are backward tilted and mounted at a space successively expanded extending over bottoms 2c from the intermediate sections 2b, and front view-field regions 4 expanded by the eye points of an operator are formed on the left and right door 3, 3 sides. Accordingly, trouble, in which the field of view of a front working machine is obstructed by the struts, can be eliminated, thus remarkably improving visibility in operation.



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CLAIMS

[Claim(s)]
[Claim 1] The driver's cabin of the bulldozer characterized by having been spacing which was missing from the pars basilaris ossis occipitalis, and carried out sequential expansion from this pars intermedia, and having carried out backward tilting, having prepared [in the driver's cabin formed in the hexagon head frustum configuration, to have inclined forward and prepared in it from the upper part, having covered / of right and left of a forefront side / it over pars intermedia,], and forming the expanded front field of view region by an operator's eye point in the door side of the right and left.

[Translation done.]

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DETAILED DESCRIPTION

[Detailed Description of the Invention]
[0001]
[Industrial Application] This invention relates to the driver's cabin of the bulldozer which was applied to the driver's cabin of a bulldozer, especially aimed at improvement in the field-of-view nature of front activity machines, such as blades both ends.
[0002]
[Description of the Prior Art] As shown in drawing 4 , it sees from a top face, and a before side is formed in the 6 truncated-pyramid configuration which combined the rectangular configuration, and, as for the configuration of the driver's cabin 11 currently used from the former, a trapezoid and the backside consist of the whole surface 12 toward which, as for the front face, the vertical direction inclined with constant width for it. Therefore, the stanchion 13 by the side of before is straight.
[0003]
[Problem(s) to be Solved by the Invention] However, by bulldozer which has an engine ahead, since the stanchion by the side of before a driver's cabin was decided from constraint of an engine tooth space, there is a fault which says that the right-and-left field of view of a front activity machine is interrupted with an anterior-bronchus column, and cannot be in sight easily, therefore the operator had to look at the front activity machine from the place which leans the body to right and left each time, and does not have an anterior-bronchus column.
[0004] This invention is made for the purpose of aiming at the dissolution of the fault which offers the driver's cabin of the bulldozer which can improve field-of-view nature of the both ends of the blades which are front activity machines, and the conventional technique has, without changing an operator's operation posture in view of this each time.
[0005]
[Means for Solving the Problem] it be spacing which be missing from the pars basilaris ossis occipitalis , and carried out sequential expansion from this pars intermedia , and backward tilting carry out , and it prepare [this invention incline forward in the driver's cabin formed in the 6 truncated pyramid configuration as a means solve the trouble of the above-mentioned conventional technique , cover the stanchion of right and left of a forefront side over pars intermedia from the upper part , and it prepare , and] , and be characterize by to form the expanded front field of view region by an operator eye point in the door side of the right and left .
[0006]
[Function] By the above-mentioned configuration, it is lost that the field of view of a front activity machine etc. is interrupted with a stanchion, therefore field-of-view nature improves.
[0007]
[Example] The side elevation of drawing 1 and drawing 3 of the perspective view of one example of the driver's cabin of the bulldozer which drawing 1 requires for this invention, and drawing 2 are the top views of drawing 1 .
[0008] This invention is spacing which was missing from pars-basilaris-ossis-occipitalis 2c, and carried out sequential expansion from this pars-intermedia 2b, and it applies to pars-intermedia

2b, in the driver's cabin 1 formed in the hexagon-head frustum configuration, from up 2a, it inclines forward and the stanchion 2 of right and left of a forefront side is formed, it carries out backward tilting and it prepares it, are the door 3 of the right and left, and the thing which formed the expanded front field-of-view region 4 by an operator's eye point in 3 sides, and is constituted.

[0009] A driver's cabin 1 consists of anterior part with a door 3, and a posterior part without a door 3, and the stanchion 2 of right and left in the front face of anterior part sees from left-hand side toward up 2a to pars-basilaris-ossis-occipitalis 2c, sees from the shape of a character of **, and right-hand side, and is prepared in the shape of [of reverse **] a character. That is, it inclines and this stanchion 2 is formed so that it may apply to pars intermedia 2b from up 2a and pars intermedia 2b may come out before up 2a. Moreover, a stanchion 2 serves as max in the location which is missing from pars-basilaris-ossis-occipitalis 2c from pars intermedia 2, expands spacing one by one, and approaches the lower part of a door 3, and it inclines and pars-basilaris-ossis-occipitalis 2c is prepared so that it may become the back [2b / pars intermedia]. thereby — a door 3 — the lower part from the upper part — applying — the conical surface — it is attached in the condition of having inclined like. Therefore, the front field-of-view region 4 will be formed in this door 3 side. In addition, the stanchion 2 bottom has maintained the clearance which does not contact the posterior part of an engine 5.

[0010] That is, as shown in drawing 2 , although the field-of-view region 4 from an operator's 6 eye point is only a part conventionally shown by 4' by the case of stanchion 2' of a formal driver's cabin, the part of 4 is added and it is easy to be visible [the region] in the case of this invention. When it becomes the range of an arrow head when this is seen by drawing 1 , and it sees with a top view, it comes to be shown in an arrow head at drawing 3 , and an operator 6 can see the both ends of a front activity machine, without changing an operation posture in the location which sat on the driver's seat.

[0011]

[Effect of the Invention] It is spacing which the stanchion of right and left of a forefront side was inclined forward and prepared in it from the upper part in the driver's cabin formed in the 6 truncated-pyramid configuration, having applied it to pars intermedia as explained above, and was missing from the pars basilaris ossis occipitalis, and carried out sequential expansion from this pars intermedia. And since backward tilting was carried out, it prepared and the expanded front field-of-view region by an operator's eye point was formed in the door side of the right and left, it can cancel and the field-of-view nature of fault by which the field of view of a front activity machine is interrupted with a stanchion like before in an activity improves remarkably.

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DESCRIPTION OF DRAWINGS

[Brief Description of the Drawings]
[Drawing 1] It is an explanatory view by the strabism which shows one example of the driver's cabin of the bulldozer concerning this invention.
[Drawing 2] It is the explanatory view showing the side face of drawing 1 .
[Drawing 3] It is the explanatory view showing the flat surface of drawing 1 .
[Drawing 4] It is an explanatory view by the strabism of the driver's cabin of the conventional bulldozer.
[Description of Notations]
1 Driver's Cabin
2 Stanchion 2
2a Upper part
2b Pars intermedia
2c Pars basilaris ossis occipitalis
3 Door
4 Front Field-of-View Region (Increment)

[Translation done.]

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審査請求　未請求　請求項の数１（全　３　頁）

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(71)出願人　000001236
株式会社小松製作所
東京都港区赤坂二丁目３番６号

(72)発明者　宇井　邦夫
石川県小松市符津町ツ23　株式会社小松製作所粟津工場内

(74)代理人　弁理士　橋爪　良彦

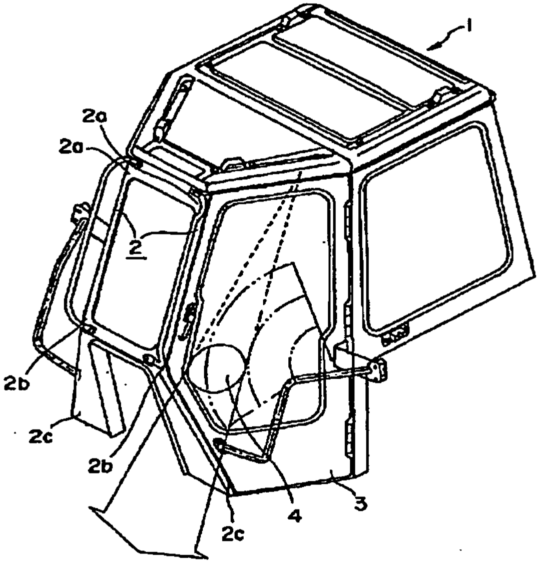
(54)【発明の名称】　ブルドーザの運転室

(57)【要約】

【目的】　オペレータの運転姿勢をその都度変えることなく、前方作業機であるブレードの両端の視界性を良くすることのできるようにしたもの。

【構成】　六角錐台形状に形成した運転室１において、最前面の左右の支柱２を上部２ａから中間部２ｂにかけて前傾して設け、該中間部２ｂから底部２ｃにかけて順次拡大した間隔で、かつ後傾して設け、その左右のドア３，３側にオペレータのアイポイントによる拡大した前方視界域４を形成したもの。

【効果】　従来のように前方作業機の視界が支柱により遮られる不具合は、解消することができ、作業における視界性が著しく向上する。



【特許請求の範囲】

【請求項１】　六角錐台形状に形成された運転室において、最前面の左右の支柱を、上部から中間部にかけて前傾して設け、該中間部から底部にかけて順次拡大した間隔で、かつ後傾して設け、その左右のドア側にオペレータのアイポイントによる拡大した前方視界域を形成したことを特徴とするブルドーザの運転室。

【発明の詳細な説明】

【０００１】

【産業上の利用分野】本発明はブルドーザの運転室に係り、特にブレード両端等の前方作業機の視界性の向上を図ったブルドーザの運転室に関する。

【０００２】

【従来の技術】従来から使用されている運転室１１の形状は、例えば図４に示すように上面から見て前側が台形、後側が矩形の形状を組合せた六角錐台形状に形成され、その前面は一定幅で上下方向が傾斜した一面１２で構成されている。したがって前側の支柱１３はストレートになっている。

【０００３】

【発明が解決しようとする課題】ところが前方にエンジンのあるブルドーザでは、エンジンスペースの制約から運転室の前側の支柱が決められるので、前方作業機の左右視界が前支柱で遮られて見え難いと云う欠点があり、そのためオペレータはその都度体を左右に傾けて前支柱のないところから前方作業機を見なければならなかった。

【０００４】本発明はこれに鑑み、オペレータの運転姿勢をその都度変えることなく、前方作業機であるブレードの両端の視界性を良くすることのできるブルドーザの運転室を提供して従来技術の持つ欠点の解消を図ることを目的としてなされたものである。

【０００５】

【課題を解決するための手段】上記従来技術の問題点を解決する手段として本発明は、六角錐台形状に形成された運転室において、最前面の左右の支柱を、上部から中間部にかけて前傾して設け、該中間部から底部にかけて順次拡大した間隔で、かつ後傾して設け、その左右のドア側にオペレータのアイポイントによる拡大した前方視界域を形成したことを特徴とする。

【０００６】

【作用】上記構成により、前方作業機等の視界が支柱で遮られることはなくなり、したがって視界性は向上する。

【０００７】

【実施例】図１は本発明にかかるブルドーザの運転室の一実施例の斜視図、図２は図１の側面図、図３は図１の平面図である。

【０００８】本発明は六角錐台形状に形成した運転室１において、最前面の左右の支柱２を、上部２ａから中間部２ｂにかけて前傾して設け、該中間部２ｂから底部２ｃにかけて順次拡大した間隔で、かつ後傾して設け、その左右のドア３，３側にオペレータのアイポイントによる拡大した前方視界域４を形成したもので構成されている。

【０００９】運転室１はドア３のある前部と、ドア３のない後部とよりなり、前部の前面には左右の支柱２が上部２ａから底部２ｃに向かって左側から見てくの字状、右側から見て逆くの字状に設けられている。つまり、この支柱２は上部２ａから中間部２ｂにかけて中間部２ｂが上部２ａよりも前に出るように傾斜して設けられている。また、支柱２は中間部２から底部２ｃにかけて順次間隔を拡大してドア３の下部に近接する位置で最大となるようになっており、かつ底部２ｃは中間部２ｂよりも後となるように傾斜して設けられている。これによりドア３も上部から下部にかけて錐面なるように傾斜した状態に取付けられている。したがってこのドア３側に前方視界域４が形成されることになる。なお、支柱２の下側はエンジン５の後部と接触しない隙間を保つようにしてある。

【００１０】すなわち、図２に示すようにオペレータ６のアイポイントからの視界域４は従来形の運転室の支柱２′の場合では４′で示す部分のみであるが、本発明の場合は４の部分が追加されて見え易くなっている。これを図１で見た場合は矢印の範囲となり、また平面図で見た場合は図３に矢印に示すようになり、オペレータ６は運転席に腰かけた位置において運転姿勢を変えることなく前方作業機の両端を見ることができる。

【００１１】

【発明の効果】以上説明したように本発明は、六角錐台形状に形成された運転室において、最前面の左右の支柱を、上部から中間部にかけて前傾して設け、該中間部から底部にかけて順次拡大した間隔で、かつ後傾して設け、その左右のドア側にオペレータのアイポイントによる拡大した前方視界域を形成したから、従来のように前方作業機の視界が支柱により遮られる不具合は、解消することができ、作業における視界性が著しく向上する。

【図面の簡単な説明】

【図１】本発明にかかるブルドーザの運転室の一実施例を示す斜視による説明図である。

【図２】図１の側面を示す説明図である。

【図３】図１の平面を示す説明図である。

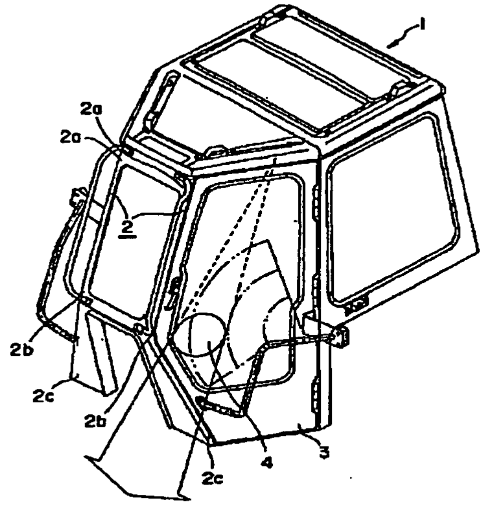
【図４】従来のブルドーザの運転室の斜視による説明図である。

【符号の説明】

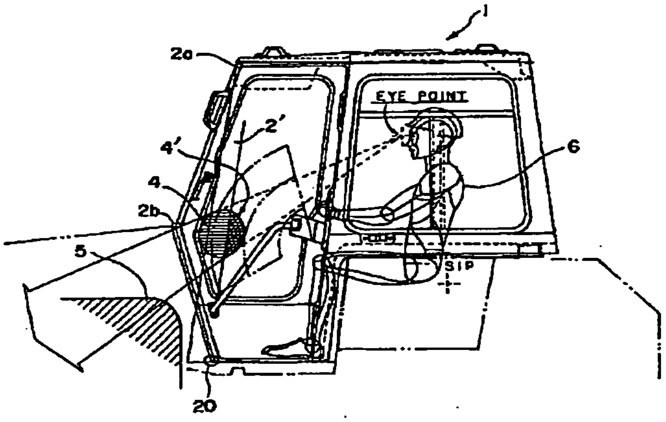
１	運転室
２	支柱２
２ａ	上部
２ｂ	中間部
２ｃ	底部

3　ドア　　　　＊　＊4　前方視界域（増加分）

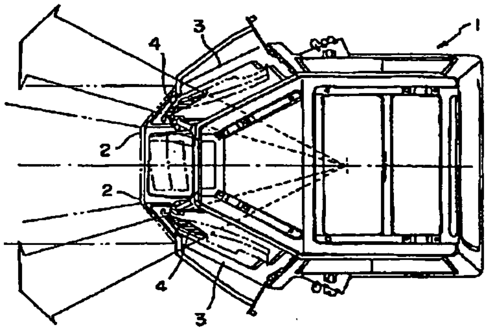
【図1】



【図2】



【図3】



【図4】